

# BookletChart<sup>TM</sup>

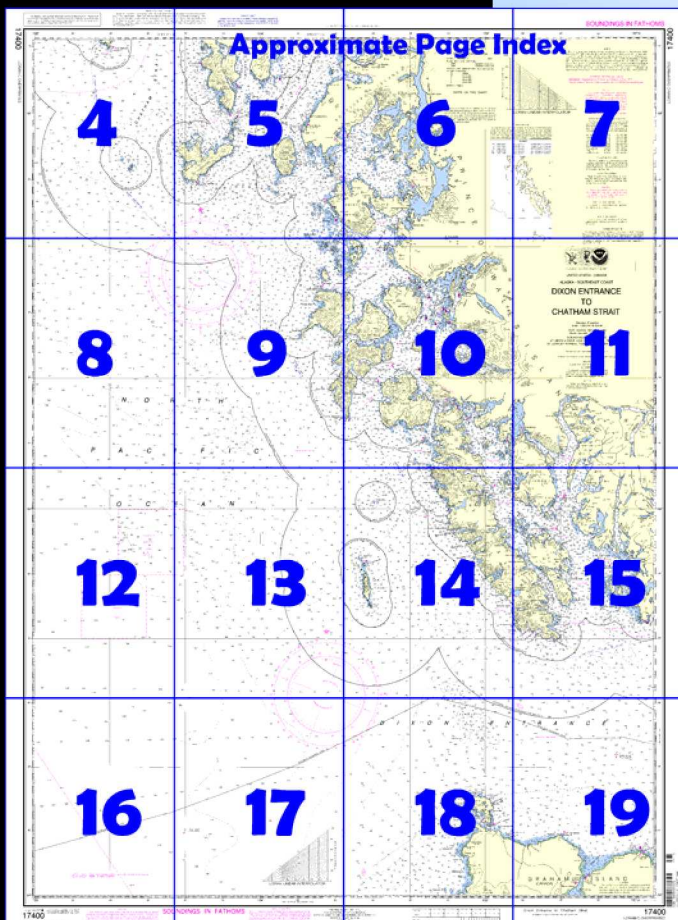
## Dixon Entrance to Chatham Strait

(NOAA Chart 17400)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 8, Chapter 4, 6 & 7 excerpts]**

(4) **Dixon Entrance**, the S approach from the Pacific Ocean to the inner channels of southeastern Alaska and the N seaward approach to those of British Columbia, is entered between Queen Charlotte Islands on the S and Dall and Prince of Wales Islands on the N. It extends in a general E direction from Cape Muzon and Langara Island to Dundas Island, a distance of about 75 miles, with an average width of more than 30 miles; it then

contracts to a width of about 8 miles between Cape Fox and Dundas Island, and continues with this width to the mouth of Portland Inlet, a distance of 17 miles.

(19) **Graham Island** forms the S side of Dixon Entrance for 50 miles from Langara Island to Hecate Strait. Its NW end is mountainous with **Pivot Mountain**, 1,922 feet (586 m) high, the most conspicuous. This

mountain, about 2.5 miles back from the W shore, is round, somewhat detached from the others, and can be seen for about 50 miles in clear weather.

(20) **Langara Island**, on the S side of the W end of Dixon Entrance, is a small irregularly shaped, densely wooded island, close off **Cape Knox**, the northwesternmost point of Graham Island.

(21) **Langara Point Light** (54°15'24"N., 133°03'30"W.), 160 feet (49 m) above the water, is shown from an octagonal tower on the NW end of Langara Island. A white dwelling is about 135 yards (123 m) E of the light.

(22) **Forrester Island**, about 14.5 miles off the Dall Island shore, is a prominent landmark for the approach to Dixon Entrance from NW. The island is wooded and mountainous; the highest peak is near the center of the island.

(23) **Cape Muzon**, the S extremity of Dall Island, forms the NW headland of Dixon Entrance. It is heavily wooded and rises to a rounded peak 2 miles NW of the extremity of the cape.

(24) **Cape Muzon Light** (54°39'51"N., 132°41'30"W.), 80 feet (24.4 m) above the water, is shown from a spindle with a red and white diamond-shaped daymark on the S extremity of the cape.

(9) **Wood Cove** and **Eagle Harbor** are on the E side of the island, about 1.4 miles and 0.8 mile, respectively, from the N end.

(10) **Petrel Island** is about 1 mile S from Forrester Island. It has two wooded summits. From a distance these look like two islands.

(12) N of Forrester Island for 3 miles there are, in succession: **Sea Lion Rock**, 117 feet high, with a flat and grassy top; **Cape Horn Rocks**, 148 feet high, with steep sides and grassy tops; **Lowrie Island**, wooded and marked by a light; and North Rocks, 15 to 25 feet high, a group with outlying rocks and breakers.

(13) Breakers are numerous around the Forrester Island group, but for the most part are close to shore or are readily discernible. **Butler Rock**, 20 feet high, is 500 yards W from the point on the N side of the bight in the NW end of Forrester Island.

(14) The pass between Forrester Island and Petrel Island is used by fishermen. At times the currents are severe, and during heavy weather the pass is dangerous. The channel around the N end of Forrester Island and S of Sea Lion Rock and Cape Horn Rock is reported clear; that between Sea Lion Rock and Cape Horn Rocks is seldom used. There is a channel between Lowrie Island and North Rocks, but the locality of North Rocks is reported foul. The passes are used only by small fishing craft and should only be attempted by those with local knowledge.

(15) **Wolf Rock**, 13.5 miles 005° from the highest summit of Forrester Island, is small in extent and bare of vegetation; it is surrounded by foul ground to a distance of about 0.5 mile.

(16) **Dall Island**, the largest island off the W coast of Prince of Wales Island, is about 40 miles long from Cape Muzon, its SE extremity, to Eagle Point, its NW extremity, in Meares Passage.

(71) **Cordova Bay** has its entrance on the NW side of Dixon Entrance between Cape Muzon (54°39.9'N., 132°41.4'W.) and Point Marsh and extends about 19 miles in a N direction from between Dewey Rocks and the SE end of Long Island. The bay has a clear channel about 3 miles wide between Barrier Islands and Long Island, and an average width of about 3 miles from Ship Islands to Lime Point.

(163) **Kaigani Strait** (54°44.4'N., 132°40.2'W.) extends from Cordova Bay to Tlevak Strait and separates Long Island, and the group of islands NW of it, from Dall Island. **Howkan Narrows**, immediately N, is the narrow part of the passage from American Bay to above Channel Islands; it is endangered by several unmarked shoals and reefs.

(188) **Tlevak Strait** and Tlevak Narrows separate Sukkwan Island and Prince of Wales Island from Dall Island and from the group of islands N of Long Island, and extend from Cordova Bay to Ulloa Channel. From Cordova Bay, the main channel of Tlevak Strait trends NW for about 10 miles to McFarland Islands and then NNW for about 14 miles to Tlevak

Narrows; the width of the strait is 1.2 to 4 miles. Islands are numerous, and the shores are much indented.

# Table of Selected Chart Notes

Corrected through NM Mar. 24/07  
Corrected through LNM Mar. 13/07

## HEIGHTS

Heights in feet above Mean High Water.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NOAA WEATHER RADIO BROADCASTS

The National Weather Service station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Gravina I., AK	KZZ-96	162.525 MHz
Duke I., AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz
Ketchikan, AK	WXJ-26	162.55 MHz

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers In Anchorage, Alaska.

Refer to charted regulation section numbers.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey, U.S. Coast Guard, and Canadian Hydrographic Service.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.

PULSE REPETITION INTERVAL

5990 ..... 59,900 Microseconds

7960 ..... 79,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master

W ..... Secondary

X ..... Secondary

Y ..... Secondary

Z ..... Secondary

EXAMPLE: 7960-X

### RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.284" southward and 6.095" westward to agree with this chart.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

## FISHERY LIMIT

Fishery limit is the limit of the State of Alaska's fishery management authority (except for crabs) in accordance with Section 306(a) of the Fishery Conservation and Management Act, where that limit is seaward of the territorial sea.

## VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilots 8 and 9, Chapter 3 for details.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## Mercator Projection

Scale 1:229,376 at Lat 55°

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER IN U.S. TERRITORY  
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY



Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

## NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31, 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



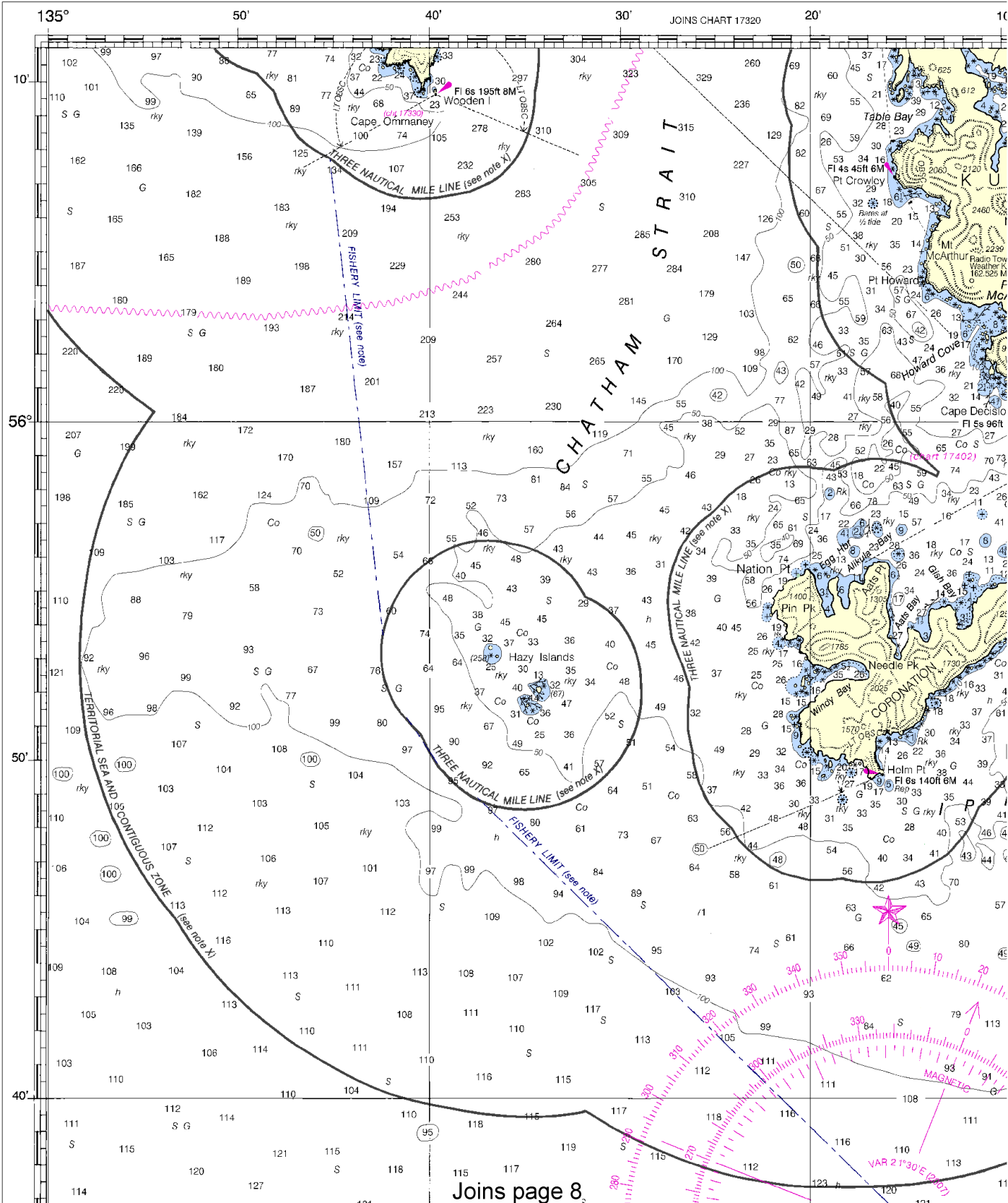
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17400

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Joins page 8

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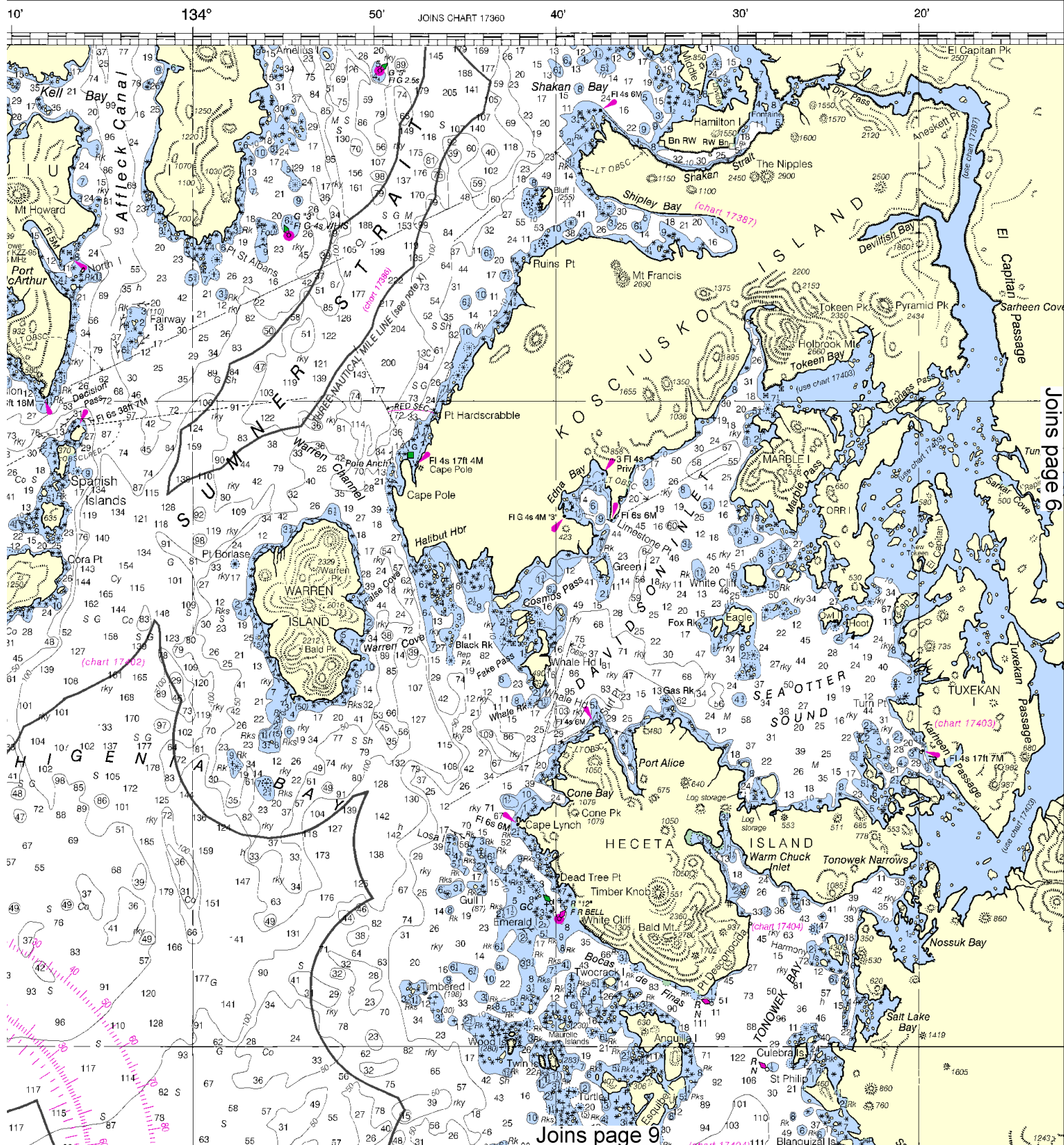




# FISHERY LIMIT

fishery limit is the limit of the State of Alaska's fishery management  
only (except for crabs) in accordance with Section 306(a) of the  
Fishery Conservation and Management Act, where that limit is seaward  
of the territorial sea.

Formerly C&GS 8152, 1st Ed., Oct., 1919 C-1925-263 KAPP 2715

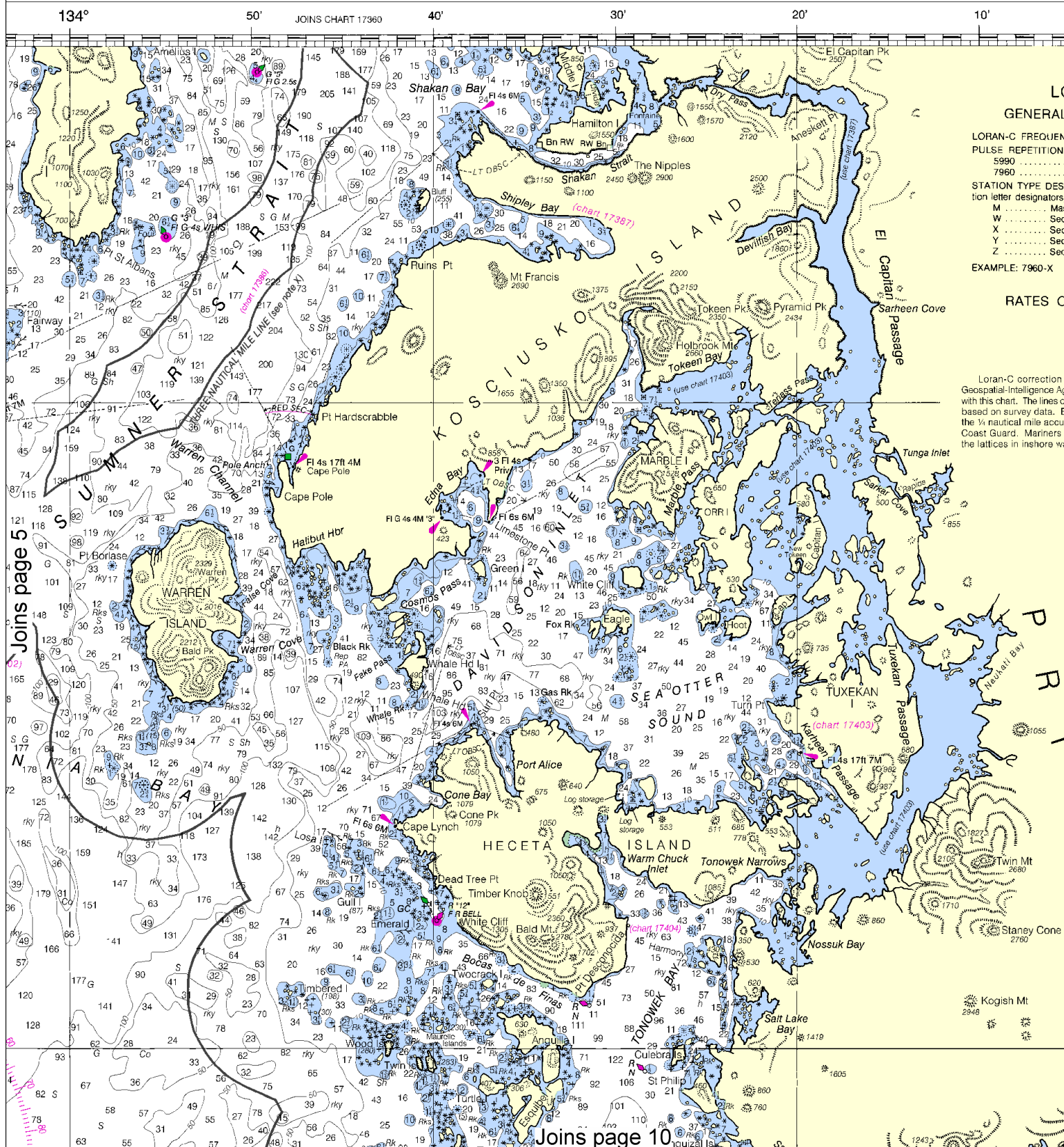


This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:305835. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

# RY LIMIT

ate of Alaska's fishery management  
ordance with Section 306(a) of the  
ment Act, where that limit is seaward

Formerly C&GS 8152, 1st Ed., Oct., 1919 C-1925-263 KAPP 2715



## GENERAL

LORAN-C FREQUEN  
PULSE REPETITION  
5990 .....  
7960 .....  
STATION TYPE DES  
tion letter designators,  
M ..... Mas  
W ..... Sec  
X ..... Sec  
Y ..... Sec  
Z ..... Sec  
EXAMPLE: 7960-X

## RATES C

Loran-C correction  
Geospatial-Intelligence A  
with this chart. The lines o  
based on survey data. E  
the 1/4 nautical mile acu  
Coast Guard. Mariners  
the lattices in inshore wt

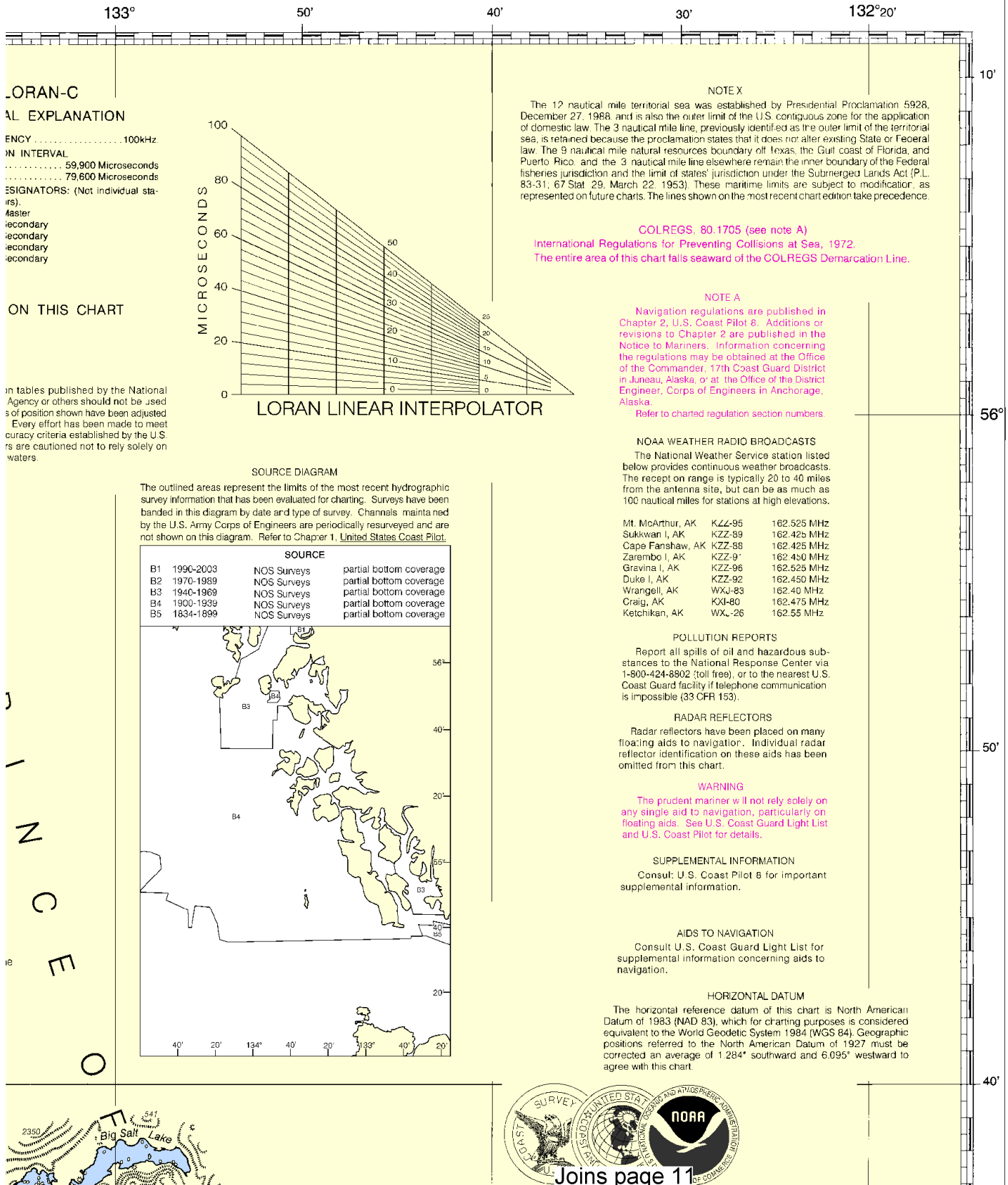




# SOUNDINGS IN FATHOMS

17400

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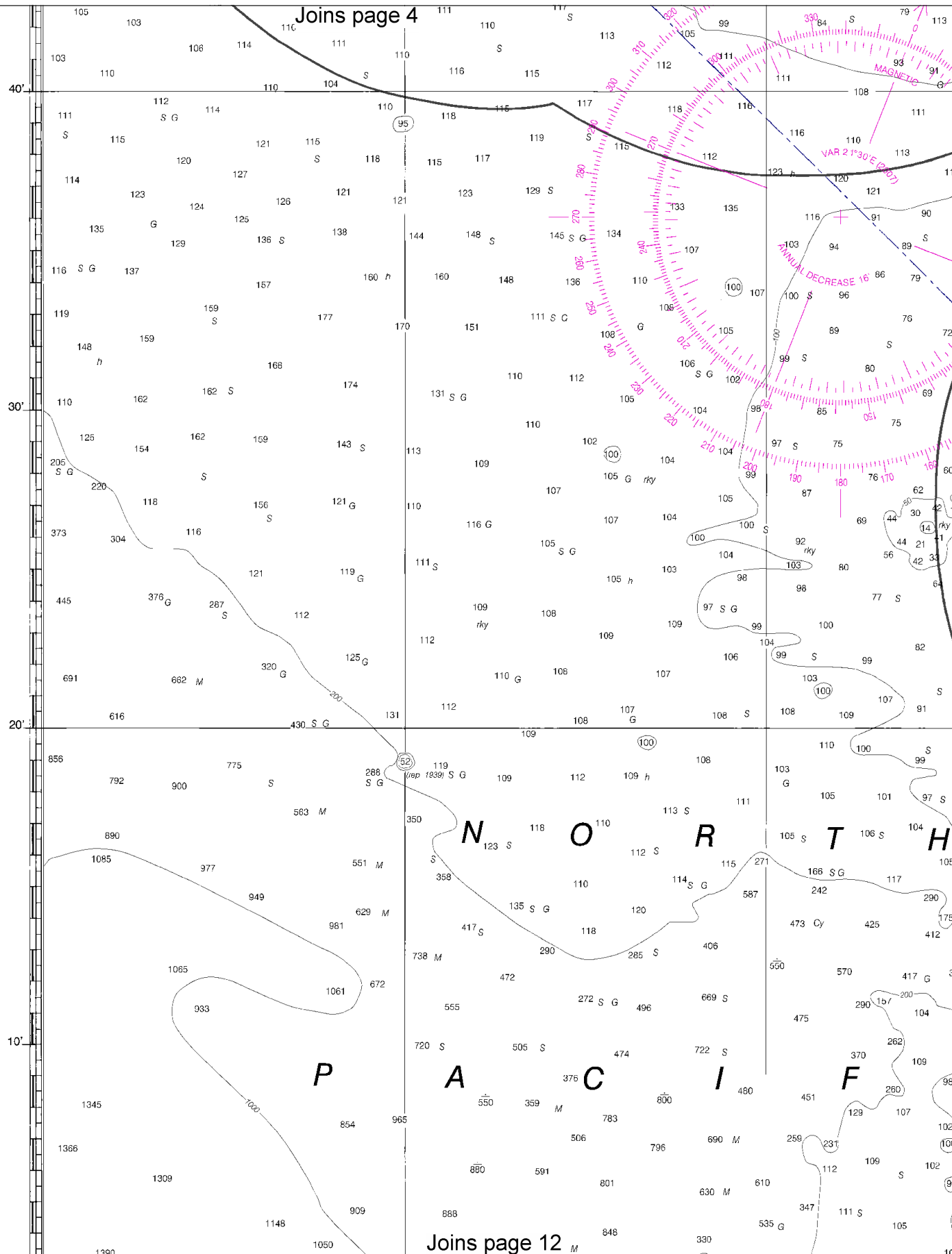


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This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
NGA Weekly Notice to Mariners: 0910 2/27/2010,  
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

7

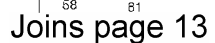
Joins page 4

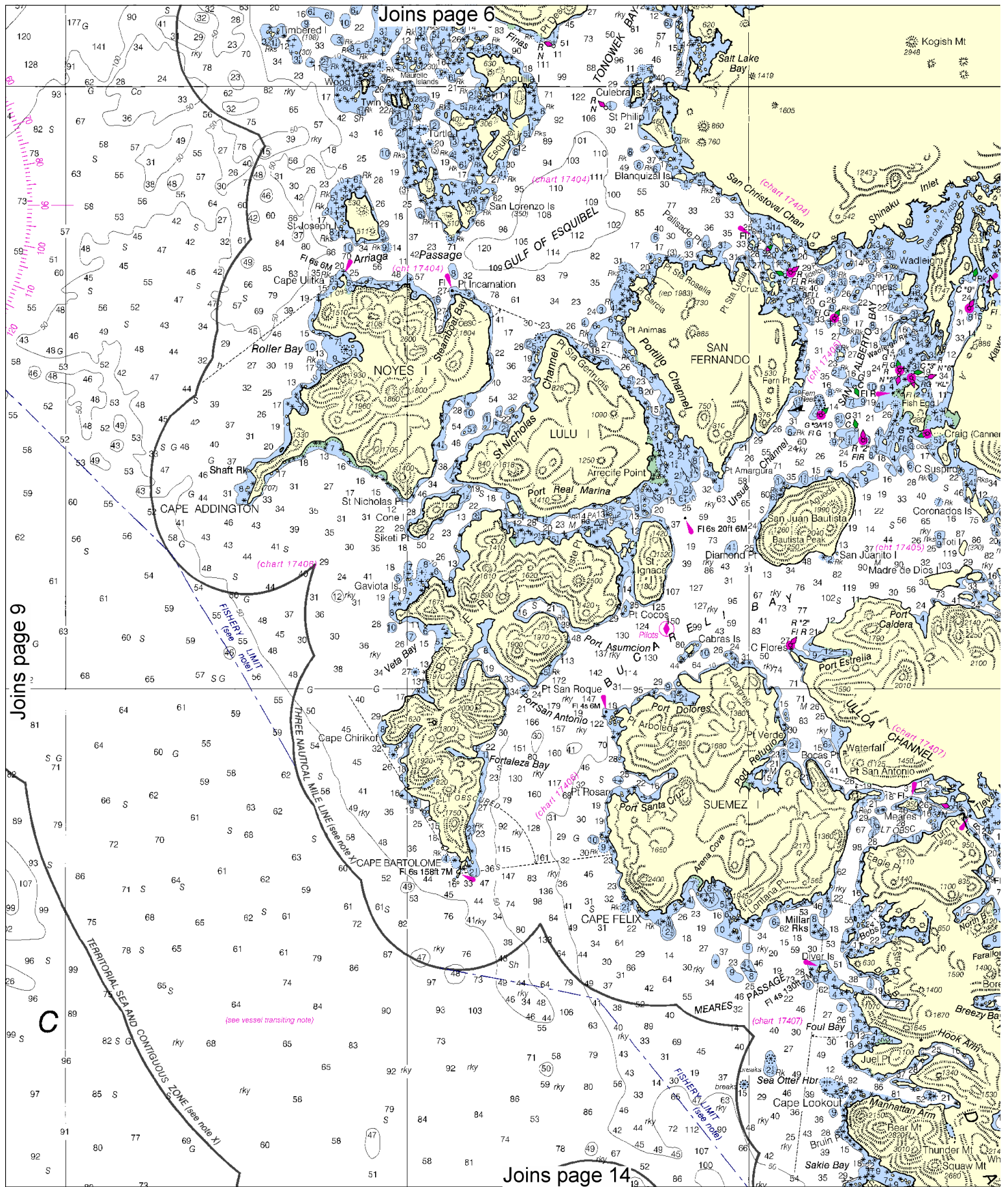


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Joins page 7

HORIZONTAL DATUM

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - CANADA

ALASKA - SOUTHEAST COAST

# DIXON ENTRANCE TO CHATHAM STRAIT

Mercator Projection  
Scale 1:229,376 at Lat 55°

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER IN U.S. TERRITORY  
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HEIGHTS

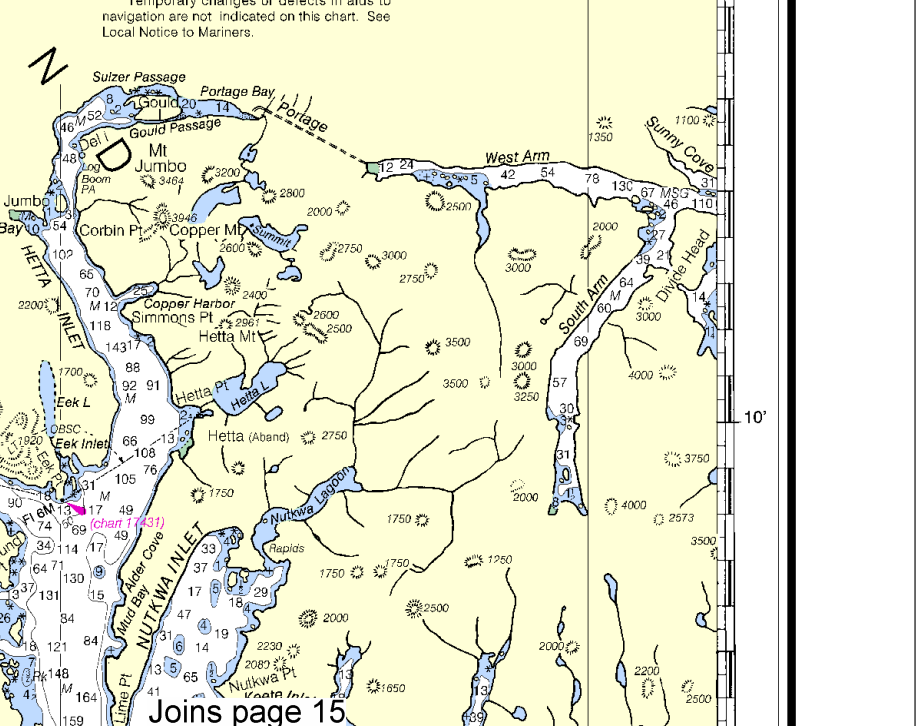
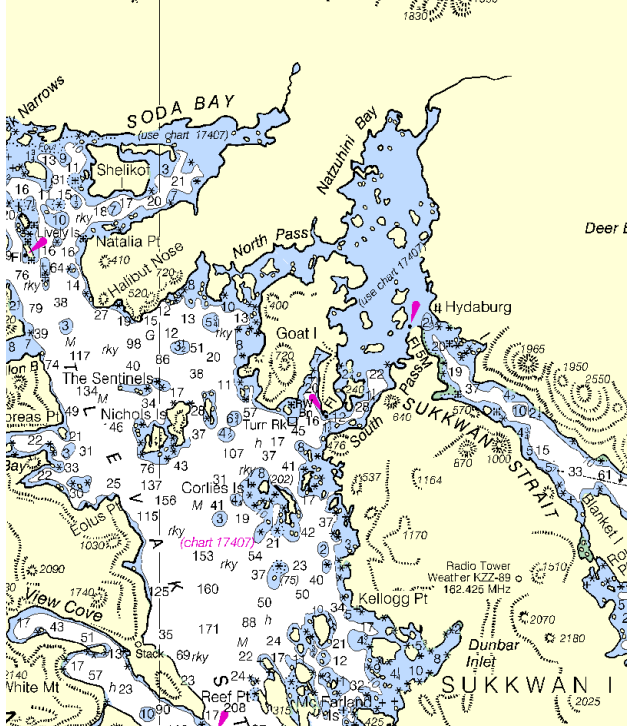
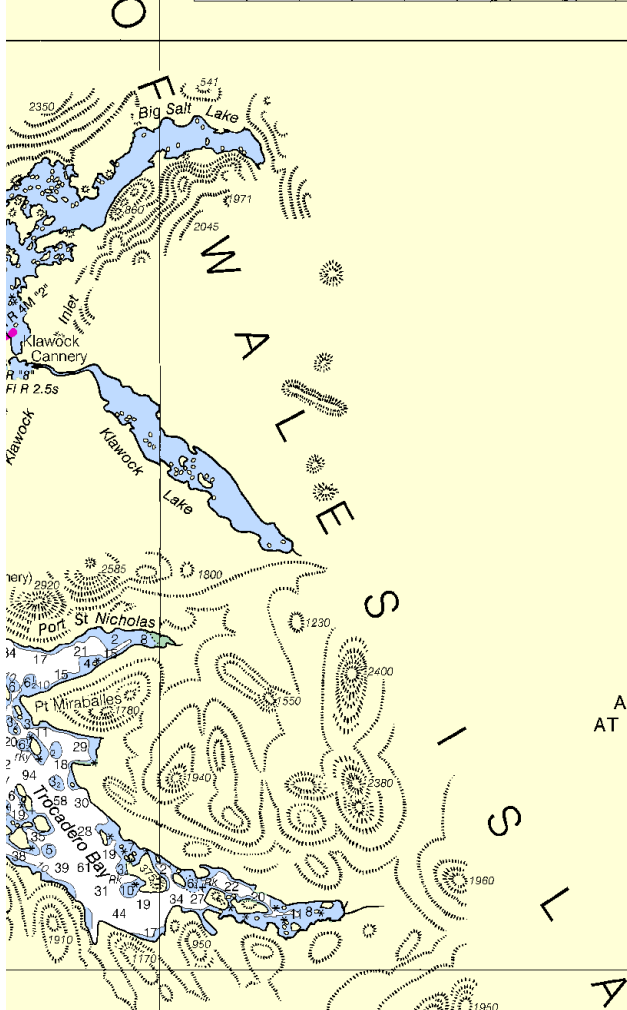
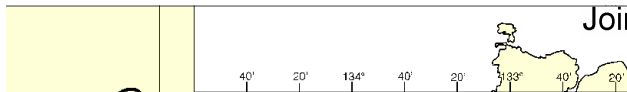
Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey, U.S. Coast Guard, and Canadian Hydrographic Service.

## CAUTION

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Joins page 8

55°

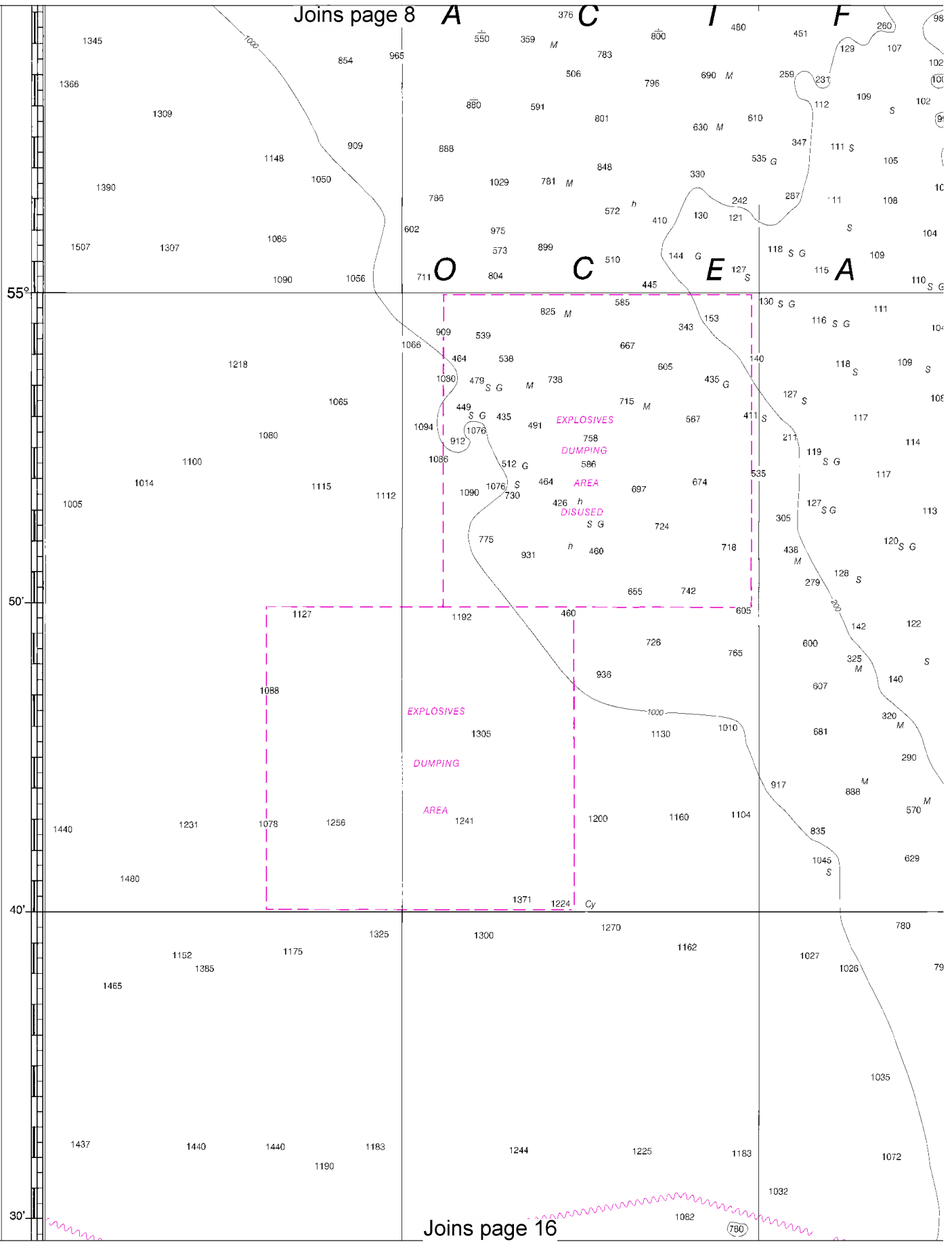
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40'

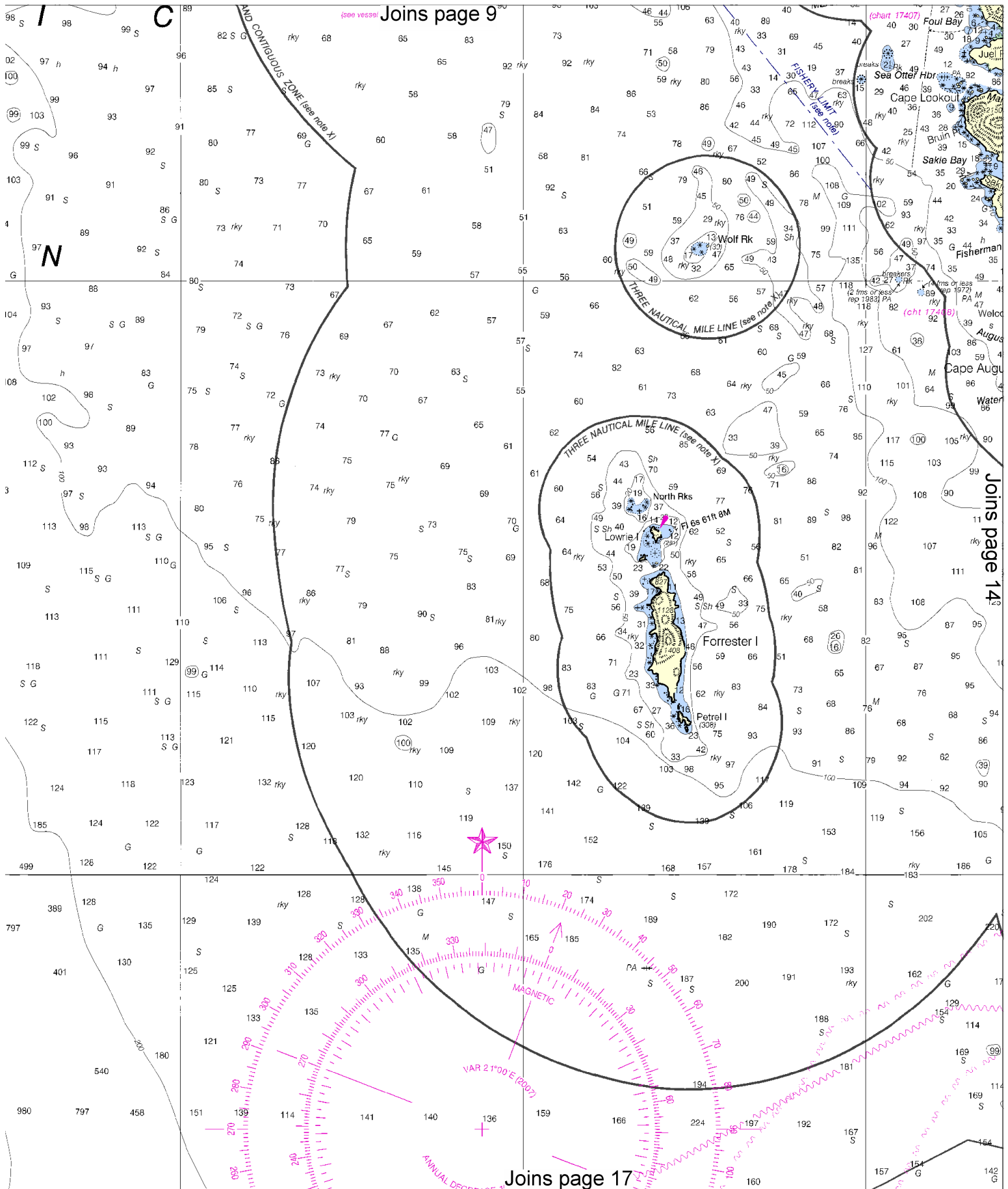
30'

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12



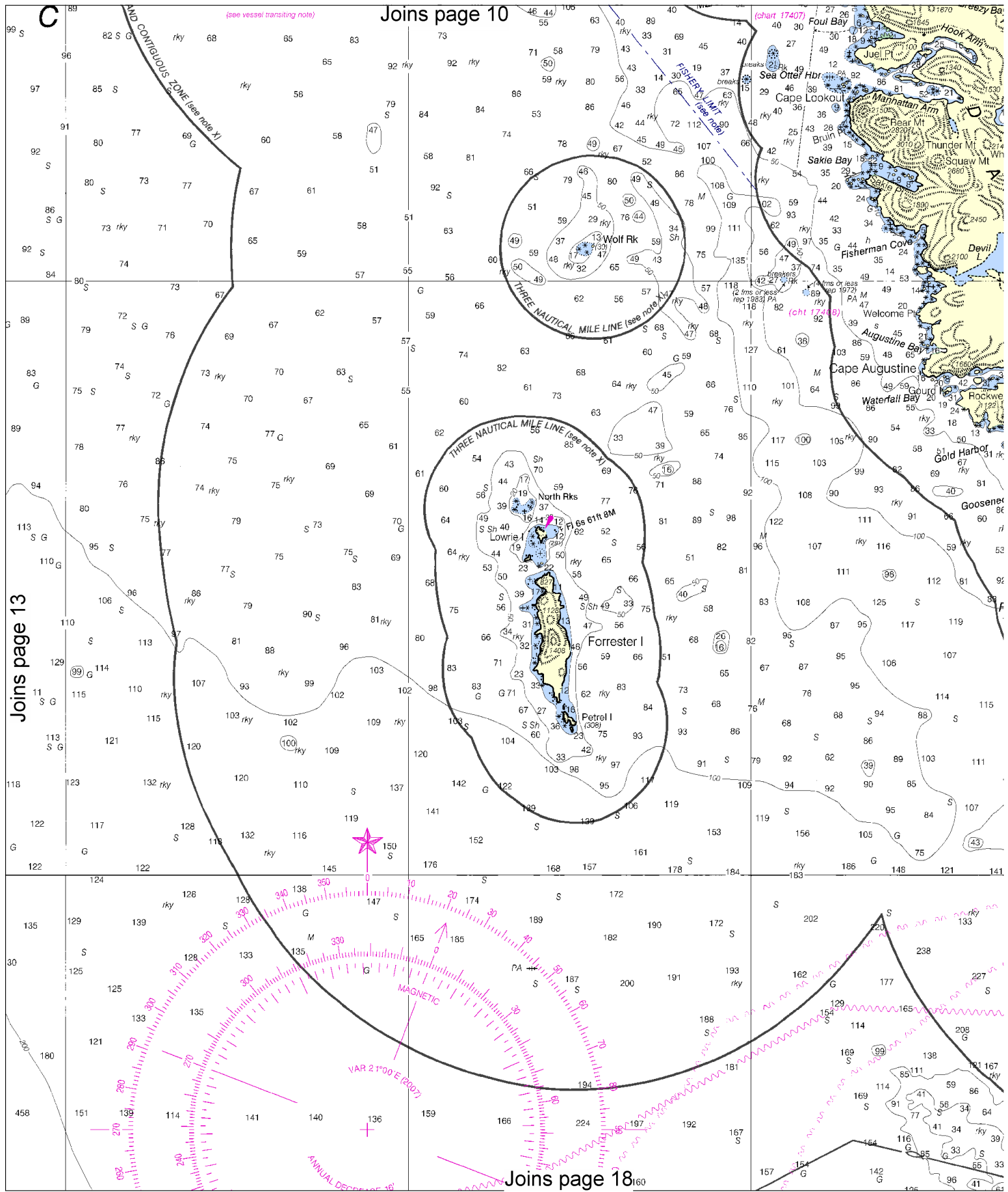


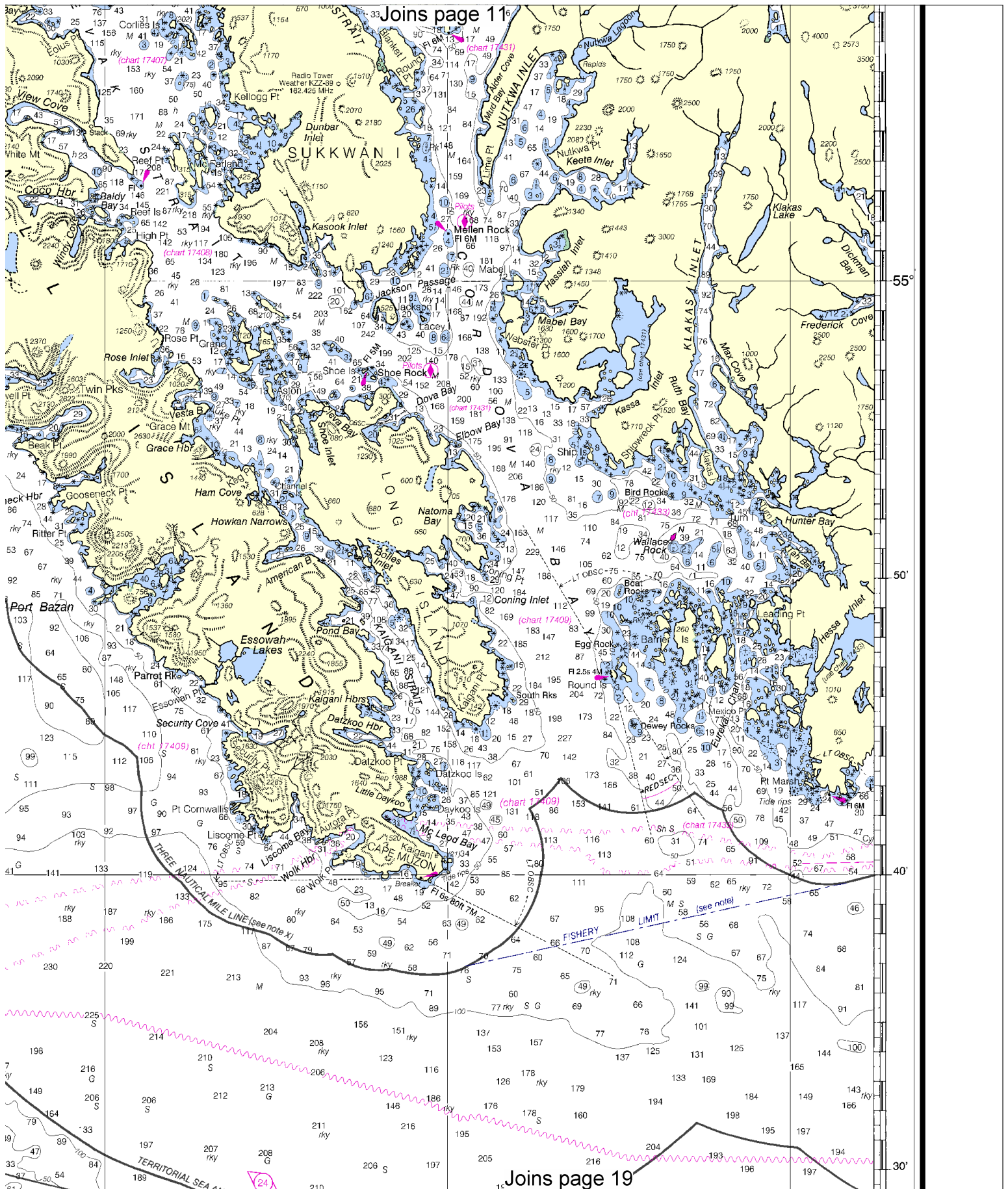


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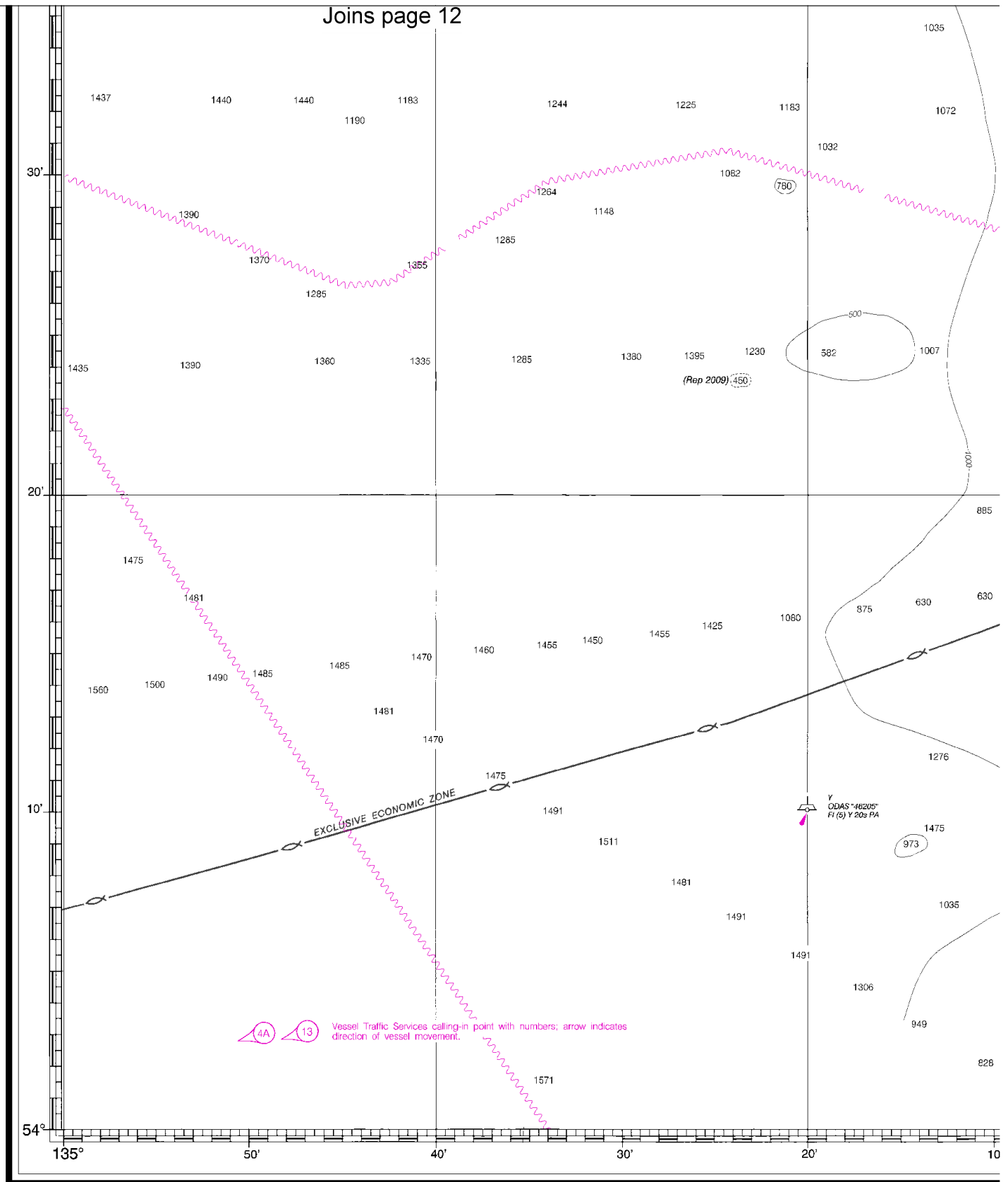
Joins page 14

Joins page 17









17th Ed., Mar/07 ■ Corrected through NM Mar. 24/07  
 17400 Corrected through LNM Mar. 13/07  
 LORAN-C OVERPRINTED

CAUTION  
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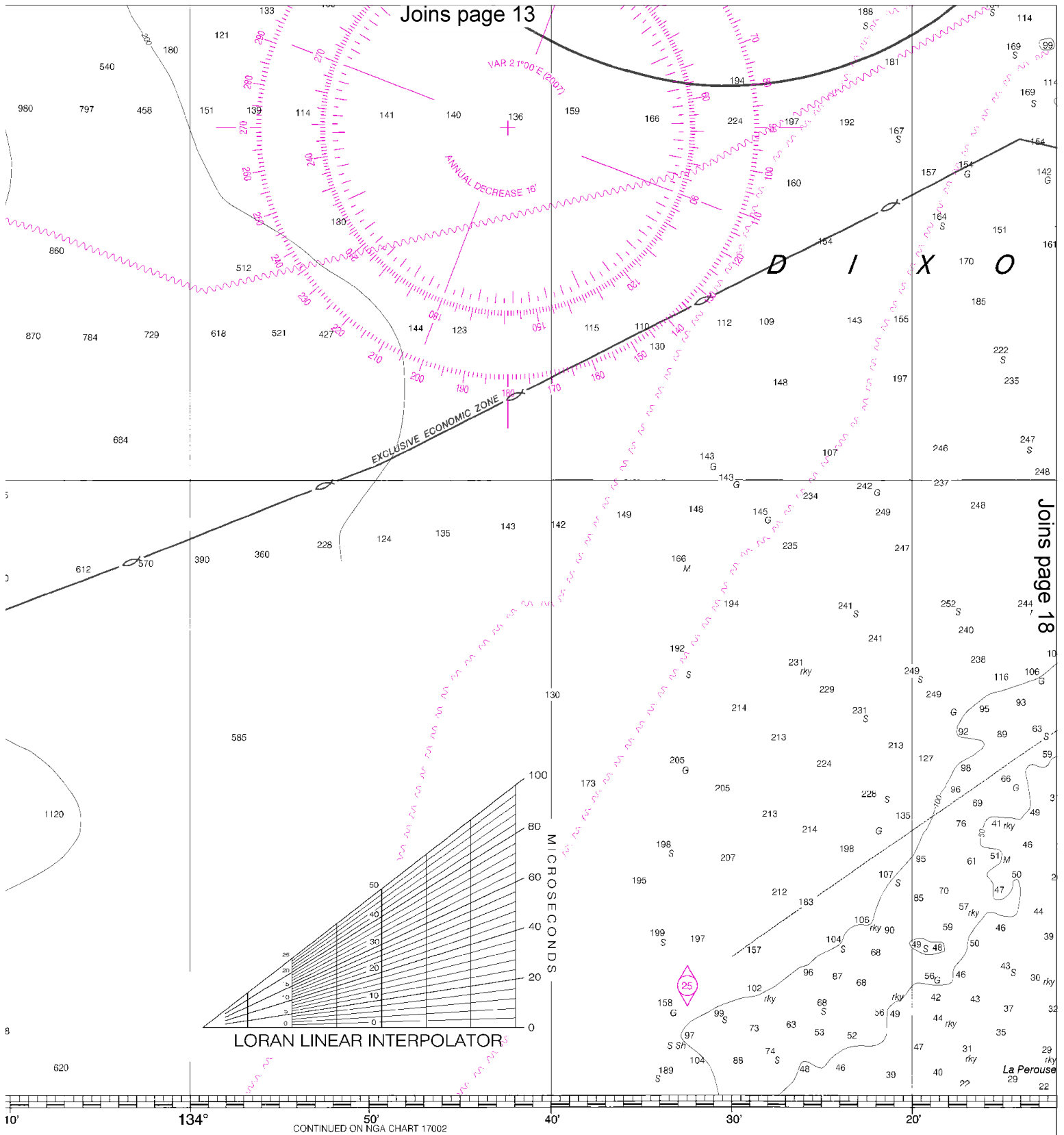
SOUNDINGS IN FA'

16



Joins page 13

Joins page 18

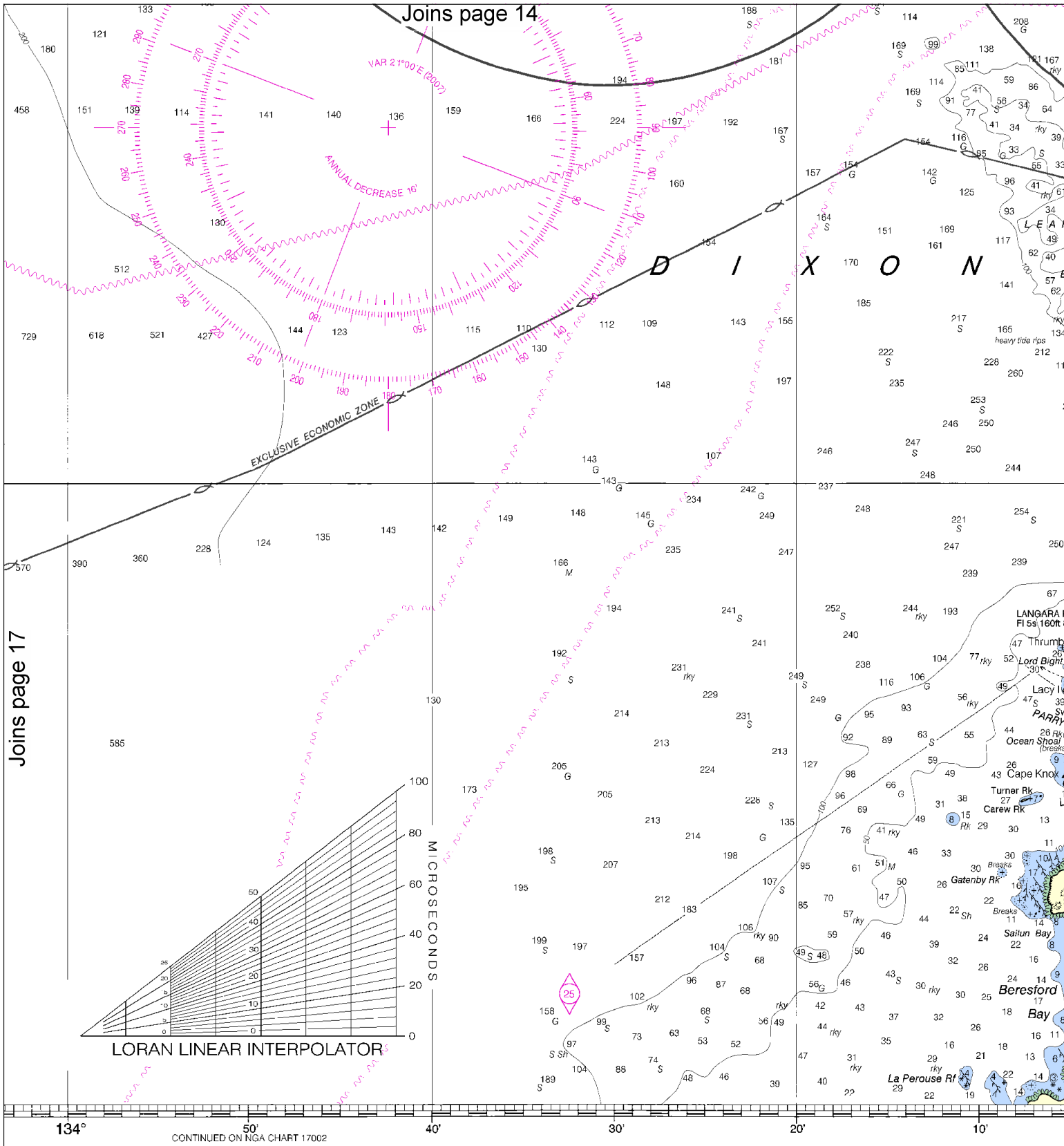


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**VESSEL TRANSITING**  
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilots 8 and 9, Chapter 3 for details.

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4



VESSEL TRANSITING

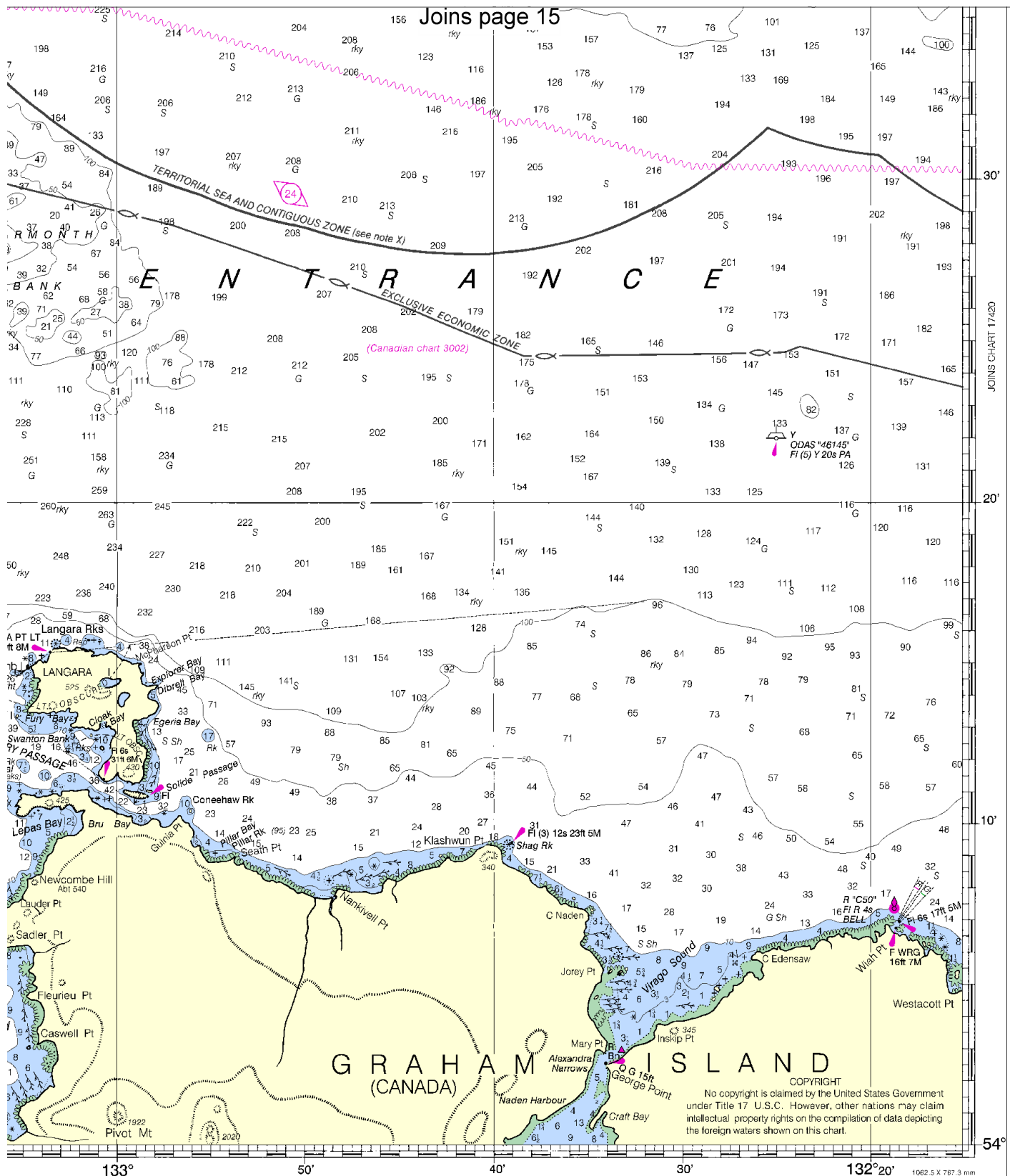
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Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9
FEET	6	12	18	24	30	36	42	48	54
METERS	1	2	3	4	5	6	7	8	9







JOINS CHART 17420

ED NO. 17

NSN 7642014011378  
NGA REFERENCE NO. 17ACO17400

Dixon Entrance to Chatham Strait  
SOUNDINGS IN FATHOMS - SCALE 1:229,376

17400  
LORAN-C OVERPRINTED

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**Canadian Coast Guard (RCC)** – 250-363-2995

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENC<sup>®</sup>s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC<sup>®</sup>s comply with standards of the International Hydrographic Organization. ENC<sup>®</sup>s and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNC<sup>™</sup>s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC<sup>™</sup>s comply with standards of the International Hydrographic Organization. RNC<sup>™</sup>s and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).

